



## Washington's Airports Support Our State

The Washington State Department of Transportation (WSDOT) Aviation Division conducted an Aviation Economic Impact Study (AEIS) of Washington's 134 public-use airports to measure the annual economic impact that airports provide to local communities, geographic regions, and statewide. The study offers a detailed look into how airports contribute to our state and serves as a useful tool in communicating the economic value they bring to our world.

### Study Approach

Economic impact is quantified by first calculating the effects of on-airport activity and visitor spending, then analyzing how these effects continue to generate money as they flow through the economy. Economic impacts are calculated by individual airport, then modeled to quantify the total statewide impact of Washington's airport system. **Resulting economic impacts for each airport are expressed in terms of jobs, labor income, value added benefits, and business revenues.**



### AIRPORT PROFILE

Pullman/Moscow Regional Airport (PUW) is a publicly-owned airport located three miles northeast of Pullman in Whitman County, Washington. PUW supports 907 jobs and has a total economic impact/business revenues of \$130.2 million annually. The airport is positioned between Washington State University in Pullman and the University of Idaho in Moscow, Idaho. The airport has a 7,101-foot-long runway capable of serving large jet aircraft needed to charter university athletic teams. Several services are available at PUW including commercial airline service to Seattle. The airport also offers air freight services, agricultural spraying, aircraft charter, and rental and flight training. Local businesses and athletic events frequently attract large private aircraft to the airport.

### AIRPORT CHARACTERISTICS

Location	Service Classification	Organization
Legislative District: 9	Federal: PRIMARY - NON HUB	Ownership Type: PUBLIC
Associated City: PULLMAN/MOSCOW	State: REGIONAL	Owner/Sponsor: PULLMAN MOSCOW RGL ARPT BOARD
County: WHITMAN		

### AVIATION ACTIVITIES

Key Activities			
<input checked="" type="checkbox"/> Air cargo	<input checked="" type="checkbox"/> Aerial inspections	<input type="checkbox"/> Aerospace manufacturing	<input checked="" type="checkbox"/> Pilot training and certification
<input checked="" type="checkbox"/> Agriculture	<input checked="" type="checkbox"/> Aerial photography	<input checked="" type="checkbox"/> Personal transportation	<input checked="" type="checkbox"/> Commercial passenger service
<input checked="" type="checkbox"/> Skydiving/recreational flying	<input type="checkbox"/> Search and rescue	<input checked="" type="checkbox"/> Medical air transport	<input checked="" type="checkbox"/> Business and corporate travel
<input type="checkbox"/> Shipping of perishable goods	<input type="checkbox"/> Environmental patrol	<input type="checkbox"/> Emergency preparedness and disaster response	
<input checked="" type="checkbox"/> National security/military	<input checked="" type="checkbox"/> Firefighting		

Ground Transportation Options	
<input type="checkbox"/> Bus	<input checked="" type="checkbox"/> Taxi
<input checked="" type="checkbox"/> Courtesy car	<input checked="" type="checkbox"/> Rideshare
<input type="checkbox"/> Limousine service	<input type="checkbox"/> Rail
<input type="checkbox"/> Other:	

#### Airport Activities (2018)

Scheduled commercial service	
Operations	5,097
Enplanements	66,699
General aviation	
Operations	70,000
Percent GA transient	46%

**ECONOMIC IMPACTS**

Direct economic impacts comprise on-airport activities including employment and construction as well as money spent off-airport by out of state visitors who depart via scheduled commercial service or general aviation.

Direct impacts have additional effects as money generated at and by airports flows through the economy. These effects are caused when a portion of direct business revenues are used to purchase goods and services in Washington (i.e., supplier sales) and worker income is re-spent within the state.

Economic impacts are expressed in terms of the following metrics:

- **Jobs:** Number of employed people
- **Labor Income:** Salaries, wages, and other benefits to workers
- **Value Added:** Value contributed to a product or service provided by a firm or group of firms (in this case, airport businesses)
- **Business Revenues:** Represents an airport's total economic impact

**Airport Economic Impacts**

Impact Types	Jobs	Labor Income	Value Added	Business Revenues
On-Airport Activity	337	\$19,467,000	\$28,855,000	\$55,120,000
Visitor Spending	244	\$7,113,000	\$12,851,000	\$20,930,000
<b>Total Direct Effects</b>	<b>581</b>	<b>\$26,579,000</b>	<b>\$41,706,000</b>	<b>\$76,050,000</b>
Supplier Sales	141	\$9,276,000	\$14,919,000	\$24,819,000
Re-Spending of Worker Income	185	\$10,033,000	\$18,117,000	\$29,377,000
<b>Total Economic Impact</b>	<b>907</b>	<b>\$45,889,000</b>	<b>\$74,743,000</b>	<b>\$130,247,000</b>

Impacts derived based on: 2018 Airport Manager's Survey, 2018 Airport Tenant's Survey, FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc. Impacts modeled using IMPLAN by EBP. Analyses based on 2018 study year. **Notes:** Totals may not add due to rounding. Metrics (jobs, labor income, value added, and business revenues) represent various components of an airport's economic impact and are not additive.

**TAX IMPACTS**

Airports' direct economic impacts result in local and state tax revenues. On-airport businesses pay business and operating (B&O) taxes. Visitor spending generates taxes and fees associated with sales; hotel stays; and use of transportation services including rental cars, Transportation Network Companies (TNCs), and taxis.

**Airport's Estimated Taxes to Each Jurisdiction**

Impact Types	Local (County & Municipal)	State	Total
On-Airport Activity	\$224,860	\$1,729,740	\$1,954,600
Visitor Spending	\$343,550	\$1,743,030	\$2,086,580
<b>Total Taxes</b>	<b>\$568,410</b>	<b>\$3,472,770</b>	<b>\$4,041,180</b>

Note: Totals may not add due to rounding.

**Statewide Tax Collections**

The Washington State Department of Revenue reports that the state collected **\$3.18 billion** in aircraft fuel and aircraft excise taxes. Together with taxes generated by on and off-airport aviation-related activities, the state's airport system, including SeaTac, generated over **\$913.3 million** in total statewide tax impacts (2018).

**STATEWIDE ECONOMIC IMPACTS**

